

WINE AND SPIRIT MERCHANT.
CHAZALON & CO.
MAKERS OF
FRIGYLL
RESERVE
CHATELAIN
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING
DISS BROS.
Tailors.

No. 13,560

號十二月九年六零九千一英

HONGKONG, THURSDAY, SEPTEMBER 20, 1906.

日三初月八年午丙

PRICE, \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU

AND THE CELEBRATED

KULMBACHER BIER.

Per Case of 6 doz. ptes. \$18.00.

Per Case of 4 doz. qts. \$18.00.

MADEWEN, FRICKEL & CO.,

1815 3, DUDDELL STREET.

Intimations.

WHO'S WHO

IN THE

FAR EAST.

THE

ONLY BOOK OF REFERENCE

BIographies

PROMINENT MEN OF
THE FAR EAST

IS NOW ON SALE

Price \$10.

FORWARDED TO ANY ADDRESS.

Obtainable from the Publishers—
QUEEN'S ROAD CENTRAL.

Hongkong.

Hongkong, July 19, 1906.



NOTICE.

THE SALE OF SUNDRY NAVAL
VICTUALLING, OBSOLETE AND
CONDEMNED STORES will take place
on TUESDAY and WEDNESDAY, the
25th and 26th September, 1906,
commencing each day at 10 A.M. sharp, instead
of, as previously advertised, 11 A.M.

HUGHES & ROUGH,
Government Auctioneers.

Hongkong, September 20, 1906. 1820



NOTICE.

TENDERS are invited for the supply to
H.M. NAVAL YARD of the under
mentioned TIMBER MATERIALS for
one year from 12th October, 1906, viz.:—
TEAK, RAUPE, THICKSTUFF,
AMERICAN FIR, SCANTLING, PLANK,
CAMPHOR WOOD, AND BOARD.
HARDWOODS.

Form of tender, and information in
regard to the condition of contract, &c.,
can be obtained on application to the NAVAL
STORE OFFICER, H. M. Naval Yard. To
enable persons tendering to estimate what
stock they would be expected to keep, they
will be provided if necessary, with a state-
ment showing the expenditure of material during
the twelve months ending 30th June last.
A deposit of one hundred dollars will be
required with each tender, but this will
be returned on the acceptance of the tender
of the same. The tenders, which will be
received till Noon on 28th inst., should be
sealed and addressed to the Commandant,
H. M. NAVAL YARD.
Hongkong, September 19, 1906. 1817



THE PUBLIC HEALTH AND
BUILDINGS ORDINANCE
COMMISSION.

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters viz.:—

1. Whether the administration of the
Sanitary and Building Regulations
enacted by the Public Health and
Buildings Ordinance, 1903, as now
carried out is satisfactory, and if not,
what improvements can be made.

2. Whether any irregularity or corrup-
tion exists or has existed among the
officials charged with the adminis-
tration of the aforesaid Regulations.

The Commission earnestly invite the
inhabitants of Hongkong and Kowloon to
co-operate with them by forwarding any
complaint they may have to make or sug-
gestion to offer in connection with the
matters aforesaid to the undersigned.

Any person examined as a witness in the
enquiry aforesaid who in the opinion of the
Commission makes a full and true dis-
closure touching all the matters in respect
of which he is examined will receive a
certificate from the Commission which will
protect the witness against any civil or
criminal proceedings which may be insti-
tuted against such witness in respect of
any matter touching which he has been
examined.

By Order
W. DOWEN-ROWLANDS,
Secretary.

Hongkong, July 7, 1906. 1803

Business Notices.

INNES' PATENT
METALLIC ZINC POWDER.

THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.

W. S. BAILEY & CO., Sole Agents.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,360 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAW, 1,985 tons, Captain J. J. Lousie.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3.30 p.m. and 5.30 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
route, and are fitted with their Superior Saloon and Cabin accommodations.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,988 tons, Captain J. F. Morrison, s.s.r.
Departures from Hongkong to Macao on week days at 3 p.m., except when otherwise
notified by Express. Sunday Special Expressions, leaving Hongkong at 9.30 a.m.,
and a Sunday departure about 7 p.m.
Note: During the Summer Months the time of leaving fluctuates to suit the tide
at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a second
departure about 7 p.m. On Sundays about 7 p.m. (See Special Express).

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willor.
s.s. NANKING, 669 tons, Captain C. Burchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Managers, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

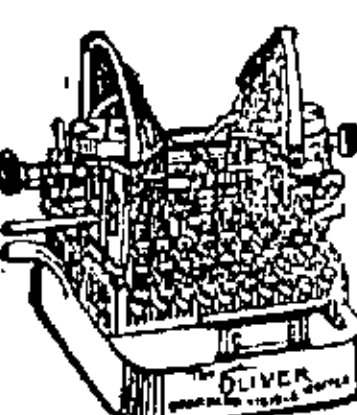
R. HOUGHTON.

NAVAL, MILITARY AND CIVIL TAILOR.

10, QUEEN'S ROAD CENTRAL.

Hongkong, September 12, 1906. 1180

THE OLIVER TYPEWRITER



VISIBILITY.

SIMPLICITY.

DURABILITY.

UNRIVALLED FOR DUPLICATING.

WRITING IN SIGHT.

UNIVERSAL KEYBOARD.

GRANT & LESLIE,
GEN. AGENTS
FOR HONGKONG & SOUTH CHINA.
Hongkong, April 21, 1906.

GEO. GRIMBLE,
MANAGER.
14, DES VIGUE ROAD CENTRAL.
726

WANTED.

A FIRST-CLASS BILLIARD TABLE.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, September 3, 1906. 1736

STEAM LAUNCH.
FOR SALE.

NEW FAST LAUNCH, length 50 ft.,
x 8 ft. 6 in.
Very strong Teakwood built; good boat
for Harbour work.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, September 19, 1906. 1819

CHEAP CLEARANCE SALE
OF
DRAPERY, &C.
DART LOONG'S
51 AND 53, WELLINGTON ST.

FOR ONE MONTH ONLY.
FROM 15th SEPTEMBER.
TO MAKE ROOM FOR NEW GOODS.
Hongkong, September 17, 1906. 1809

KOWLOON CRICKET CLUB.
THE ANNUAL GENERAL MEETING
of the KOWLOON CRICKET CLUB
will be held at the SEAMEN'S TRUSTEES,
Edwin Road, Kowloon, on THURSDAY,
the 20th inst., at 9 p.m.
H. E. GOLDSMITH,
Hon. Secretary.

Hongkong, September 12, 1906. 1778

CHEE WING & CO.
24 & 26, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.
STEEL GIRDERS and TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS and HOUSE BUILDERS.

CARLTON HOUSE HOTELS,
Nos. 118 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS APPLY TO
THE MANAGER. 804

CAMPBELL, MOORE & CO.,
LIMITED.
CLEARANCE SALE.
COMMENCING ON
MONDAY, the 17th inst.
FOR 2 WEEKS ONLY.

EAST PRAYA RECLAMATION
SCHEME.
AS PROPOSED TO THE HONGKONG
GOVERNMENT AND THE MARINE
LOT-HOLDERS BY SIR PAUL
CHATER.
A Full Details Printed in Pamphlet Form.
Copies may be had at 'CHINA MAIL' Office,
5, Wyndham Street.
Price 60 Cents each.

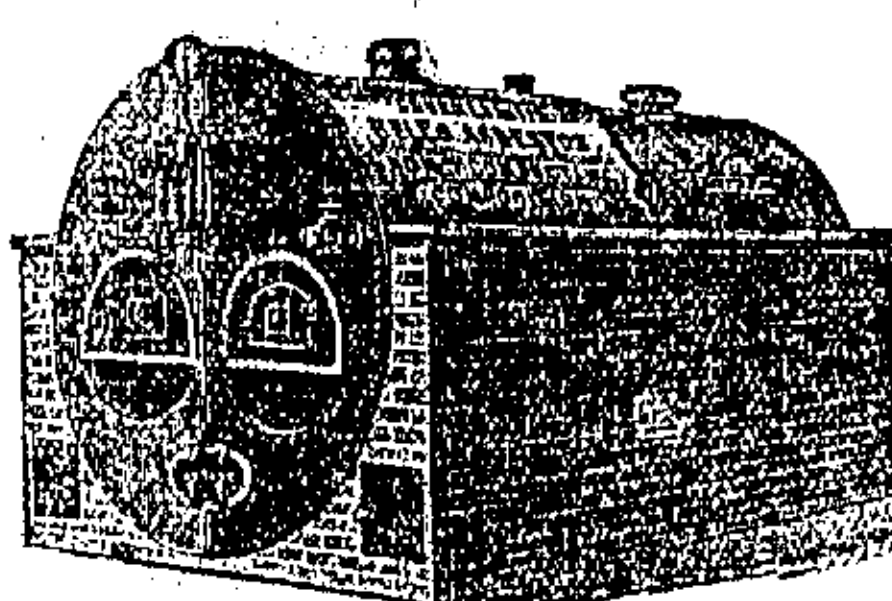
Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Dags of 1 cwt. each.

Office: 5, DES VIGUE ROAD.

LANE, CRAWFORD & CO.

JUST RECEIVED NEW CONSIGNMENT OF

'WALK OVER' BOOTS

BLACK

VARIOUS

BROWN

SHAPES

PATENT

AND

SIZES.

LANE, CRAWFORD & CO.

THE HONGKONG HOTEL

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER. 1885

N. LAZARUS

OPTICIAN.

No. 5, PEDDER

STREET

(UNDER HONGKONG,

ST. HOTEL).

SIGHT TESTED

FREE.

LENSES GRIND.

REPAIRS.

A SPECIALTY.

MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane).

SPLENDID PHOTOGRAPHS OF DAMAGE DONE
BY THE TYPHOON.

TAKEN THE SAME DAY.

One Hundred Views to Select From.

Hongkong, September 19, 1906. 1178

REMINGTON
TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 459

CARLTON HOUSE HOTELS,
Nos. 118 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS APPLY TO
THE MANAGER. 804

CAMPBELL, MOORE & CO.,
LIMITED.
CLEARANCE SALE.
COMMENCING ON
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EAST PRAYA RECLAMATION
SCHEME.
AS PROPOSED TO THE HONGKONG
GOVERNMENT AND THE MARINE
LOT-HOLDERS BY SIR PAUL
CHATER.
A Full Details Printed in Pamphlet Form.
Copies may be had at 'CHINA MAIL' Office,
5, Wyndham Street.
Price 60 Cents each.

'REFORM IN CHINA.'
BEING a letter addressed to Rear-
Admiral Lord CHARLES BERRINGTON,
U.B. M.P. And an article in reply to
CHINA: 'THE SLEEP AND
AWAKENING.'
To be had in pamphlet form at the
CHINA MAIL Office, 5, Wyndham Street.
Price One Dollar

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory

Shewan, Tomes & Co.,

GENERAL MANAGERS.

263

FAIRALL & CO.

DRESSMAKERS & MILLINERS.

ARE NOW SHOWING

A GOOD SELECTION OF SMART NEW FOULARDS
AND WASHING SILKS, VOILES, EOLIENNES, etc.

In all the New Art Shades.

NEW KID GLOVES.

7 & 9, Pedder Street (Hongkong Hotel Building).

HOTEL BALTIMORE LATE HOTEL AMERJON

2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED,
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER. 1151

VICTORIA DISPENSARY

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY

(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

CHAMPAGNES

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906.

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(Next Door to H. PRICE & CO.)

All Kinds of FURNITURE, CARVED (ANTON BLACKWOOD, CHICKENY and GIL-
WARR KITCHEN UTENSILS, etc., etc.,
AT MODERATE PRICES. 1179

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

CHEAP POPULAR NOVELS, &c., 40 Cts. Each; 3 for \$1.

Lady Rose's Daughter, by Mrs Humphrey Ward.
The King's Stockbroker, by Ginter.
Harvest of Sin, by Leighton.
The Gladiators, by Whyte Melville.
The Pearl Maiden, by Rider Haggard.
Quo Vadis.
Scottish Chiefs, by Jane Porter.
Phyllis, by Mrs Hungerford.
The Divine Providence, by Sweden Borg.
The Japs at Home, by Sladen.
The Yellow Frigate, by Grant.
A Twofold Inheritance, by Boethy.
Diogenes Sandals, by Mrs Kennard.
Rudman the Boat Steerer, by Backs.
Jubilee Book of Cricket, by Ranjitsingh.

AQUARIUS Co's

STONE GINGER BEER.

THE BEST GINGER BEER OBTAINABLE

SOLE AGENTS

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL.

organization is no easy matter. In the first place there are needed solid foundations. A fighting instinct is one of these. Have the Chinese got it? Absolute integrity in the handling of funds and supplies is another. Can China look the world in the face and say, "We have that." Whispers of peculation are rife from various sources even in the north where efforts, it is believed, have really been made to deal with that evil. The old squabbles have taken new forms but are still there. Discretion is rampant, and the punishment for it vindictive. It has recently been seen that the authorities in Peking have a tender spot in their constitutions somewhere or they would not be so anxious for the skins of lawbreakers in Shanghai. But there is no such effusiveness up north where deserters are concerned. The men who leave the army, if caught, is seen incapable of leaving that or anything else, for he is rendered at once unable either to stand or sit, such is the correction he receives.

His comrades, who remain with the colors, are daily put through their paces in movements which are admirably performed, but if last year's maneuvers are a criterion there is none too much intelligence put into the training. The precision, which some of the correspondents praised so highly, was secured by careful rehearsal beforehand of every movement planned to a note, each side being given strict orders what to do and what not to do. Had one of them developed the least originality the whole "show" would have been ruined. There were in short no improvisations such as we understand by the term in European training.

Spies prevent an examination in detail of many other things which must of necessity be done before China can think that she has an army fit to meet a European or Japanese force. She is giving her men some training in the elements of first aid, but the material is of the poorest for such a purpose owing to lack of preliminary education and as yet she has no Army Medical Corps with which to deal with the sick in the ranks. She could hardly think of entering on a campaign. Her armament is still faulty, for to this day her out-of-date weapons are palmed off as corrupt mandarin who find greater profit in such dealings than they would in really efficient material. Her cavalry hardly exists. In short, the latest information at the public disposal leads one to believe that the true reason of Russia's defeat has been utterly lost on the majority of China's rulers, for the corruption which brought the Colossus of the North to her knees is still rampant in the Celestial Empire. N. C. D. L.

INFANT MORTALITY.

THE attention of the Town Council at Johannesburg, Transvaal, was last year directed to the fact that out of eighty-four infants died in December, forty-four of them had died of dysentery. An investigation with a view of tracing the source of the disease was authorized. Under the best of conditions attacks of dysentery are very prevalent among children in warm weather, but in a large majority of cases the lives of the little ones can be saved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. This remedy always brings prompt relief, and has never been known to fail. For sale by all chemists and storekeepers.

Dentistry.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL. 1379

Dr M. H. CHAUN,
THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VEXES ROAD CENTRAL.
From the University of Pennsylvania, U.S.A. 1386

SIEN TING,
Surgeon Dentist.
No. 11, D'ARQUEL STREET.
TERMS VERY MODERATE
Consultation Free. 628

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
(IN LIQUIDATION)

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRIA BUILDING, Des Vexes Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.
Hongkong, August 27, 1906. 1961

Miyako Hotel,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

USE ONLY & USE ALWAYS

ATKINSON'S MOST REFRESHING.

A LUXURIOUS PERFUME IN HEALTH.

Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS.

EAU DE COLOGNE

COAKEY'S

WELLINGTON KNIFE POLISH

WELLINGTON SILVERSMITHS

BLACK LEAD SOAP FOR CLEANING PLATE.

POLYBRILLIANT METAL POMADE

NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES

JOHN COAKEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

Notice to Consignees

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO. LTD.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out, marked by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m.

Goods may be cleared by the 2nd inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, September 18, 1906. 1804

NOTICE TO CONSIGNEES.

STEAMER OCEANIAN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. *Matheson* and *Guelma*; from Havre ex s.s. *Malaplan*; from Bordeaux ex s.s. *Frederic Morel*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 a.m. To-day, requesting it to be landed here.

The Undersigned, and Goods remaining unclaimed after MONDAY, the 24th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th September, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 24th September, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, September 17, 1906. 1803

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.

FROM COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo:—
From London, ex s.s. *Mongolia*,
From Calcutta, ex s.s. *Candia*,
From Penang, ex s.s. *B.S.N.* and *B. & P.S.N.* Co's steamers.
From Bombay, ex s.s. *Mazagon*.

Optional goods will be landed here unless instructions are given to the contrary before 8 p.m.

Goods not cleared by the 25th inst., at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, September 18, 1906. 1814

Notices to Consignees.

THE SHIP "Lightning," having arrived from the above Ports, Consignees of their Goods are hereby informed that their Goods will be delivered from along side.

Cargo requiring the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 2 p.m. of the 21st inst., 1906, will be landed at Consignees' risk and expense into such Godowns as may be determined by the Consignees of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from Singapore and Penang are requested to take immediate delivery of their Goods from along side; such Cargo requiring the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, September 19, 1906. 1821

'PEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLAWERS.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th September, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 14, 1906. 1786

KEATING'S LOZENGES

EASILY CURE THE WORST COUGH.

One gives relief. An increasing sale of over 50 years is a certain test of their value. Sold in bottles everywhere.

THE BANGKOK TIMES.

THE LEADING NEWSPAPER IN SIAM.

And widely circulated in Malaya, Cochin China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.).

SUBSCRIPTION, DAILY (postage extra):
Ticals 50 a post.
WEEKLY, including postage, £2 2s.
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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Captain.	Last reported at
Alacrity*	despatch-boat	1790	12	3400	Comdr. E. L. T. Latham	Hongkong
Astrea	cruiser, 2nd class	4300	10	3000	Captain S. L. Vaughan Lee	Hongkong
Bramble	river gunboat	710	2	300	Lieut. Comdr. Davidson	Yangtze
Bismarck	river gunboat	710	2	300	Lieut. Comdr. Damber	Yangtze
Colman	sluop	1070	6	1400	Comdr. Luard	Hongkong
Cherub	water tank and tug	340	—	300	—	Hongkong
Olio	cruiser, 1st class	11,000	16	6,500	Comdr. H. D. Wilkin, D.S.O.	Shanghai
Dundee	torpedo boat destroyer	360	—	700	Capt. H. W. Savory, R.N.	Weihowai
Fame	cruiser, 2nd class	4300	10	3000	Lieut. Comdr. Hughes	Hongkong
Flora	torpedo boat destroyer	275	—	400	Capt. Grant Dalton	Hongkong
Hardy	torpedo boat destroyer	275	—	400	Lieut. Comdr. Cox	Weihowai
Janus	torpedo boat destroyer	280	—	3500	Lieut. Comr. Henniker Heaton	Weihowai
Ken	cruiser, 1st class	9000	14	25,000	Capt. De Horsey	Weihowai
King Alfred	cruiser, 1st class	14,000	14	30,000	Capt. Cecil F. Thrusby, R.N.	Weihowai
Kimba	river gunboat	610	—	1200	Lt. Comdr. E. V. R. Dugmore	Yangtze
Monmouth	cruiser, 1st class	1890	2	800	Capt. A. J. Taka	Weihowai
Monmouth	river gunboat	850	—	1300	Lt. Comr. R. E. Vaughan	West River
North	torpedo boat destroyer	335	—	600	Lieut. Comdr. J. Kiddo	Hongkong
North	torpedo boat destroyer	335	—	600	Capt. C. E. Moore	Hongkong
North	torpedo boat destroyer	335	—	600	Lt. Comdr. C. O. Walcott	West River
North	torpedo boat destroyer	335	—	600	Lt. Comr. H. T. Atay	Yangtze
North	torpedo boat destroyer	335	—	600	Lt. Comdr. Lyne	Hongkong
North	torpedo boat destroyer	335	—	600	Commodore Williams	Hongkong
North	torpedo boat destroyer	335	—	600	Lt. Comr. J. W. Wrightson	Yangtze
North	torpedo boat destroyer	335	—	600	Capt. Ballard	Hongkong
North	torpedo boat destroyer	335	—	600	Lieut. Comdr. West	Shanghai
North	torpedo boat destroyer	335	—	600	Lieut. Comr. Stevenson	Hongkong
North	torpedo boat destroyer	335	—	600	Lieut. Comr. W. G. Christie	S. Yunging
North	torpedo boat destroyer	335	—	600	Lieut. Comr. C. E. L. Thomas	Weihowai
North	torpedo boat destroyer	335	—	600	Lt. Comdr. G. B. Spicer-Simon	Upper Yangtze
North	torpedo boat destroyer	335	—	600	Lieut. Comr. C. W. Wrightson	Upper Yangtze
North	torpedo boat destroyer	335	—	600	Lieut. Comr. J. W. Wrightson	Upper Yangtze

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MEMOS. FOR TO-MORROW.

Meeting.

5.45 p.m.—Meeting of Hongkong Civil

Service Cricket Club at Club Pavilion

Happy Valley.

Miscellaneous.

Goods per Benlows undelivered after

this date subject to rent.

Goods per Lightings undelivered after

2 p.m. on this date will be landed.

General Memoranda.

Saturday, September 22.—

2.30 p.m.—Auction of Miscellaneous

Goods, at Mr. F. Kline's Sales Rooms.

Transfer Books of Douglas Steamship Co.,

Ltd., close from this date to 29th Sept.,

inclusive.

Sunday, September 23.—

Goods per Poon not cleared at 4 p.m.

on this date subject to rent.

Monday, September 24.—

5.15 p.m.—Meeting of Hongkong Foot-

ball Club, at Hongkong Hotel.

Goods per Oceanian undelivered after this

date at Noon will be subject to rent

and landing charges.

Tuesday, September 25.—

10 a.m.—Auction of Sundry Naval and

Victualling Stores, at H. M. Naval

Yard.

Goods per Dahi not cleared at 4 p.m. on

this date subject to rent.

Wednesday, September 26.—

11 a.m.—Auction of Wines and Spirits,

at Mr. Gao, P. Lammer's Sales Rooms.

5.30 p.m.—Meeting of Hongkong Cricket

Club at the Pavilion.

Thursday, September 27.—

11 a.m.—Auction of Household Furni-

ture, &c., at Mr. Brown's residence,

'Cottage,' Barker Road, Peak.

Friday, September 28.—

5.30 p.m.—Meeting of Hongkong St.

Andrew's Society at City Hall.

Saturday, September 29.—

Night—Meeting of Douglas Steamship

Co., Ltd., at Co.'s Office.

The China Mail

HONGKONG, THURSDAY, SEPTEMBER 20, 1906.

DISCOUNTING THE FUTURE

The remark has been constantly made

within the last couple of days that the

Colon is singularly badly off for appli-

ances for saving life on the harbour.

No ordinary life-boat would live in a

gale of such fury as that which occur-

red on Tuesday, even if it were pos-

sible to launch it but it has been

pointed out that, if life buoys and

ropes were available at intervals along

the sea front, many of those who were

drowned might have been saved. The

most terrible and distressing feature

of the scenes which were to be wit-

nessed from the Praya, was the sight

of men, women and children being

battered to death within a few feet of

safety. It is worth the Government's

while to give some attention to this

question of saving life now that the

absence of any appliances has been

shown to be responsible for such a huge

death-roll. This is a matter that

should not be allowed to drop out of

sight until the next typhoon. The

larger question of increasing the safety

of the harbour will also have to be

considered shortly. Once more it has

been shown that the typhoon anchor-

age is insufficient and that it is not

accessible when a typhoon comes with-

out warning. Apart from the smaller

craft this latest catastrophe has shown

that our harbour does not afford suffi-

cient safety to river and ocean going

vessels. It is obvious, even to the

meaneast intelligence, that a port that

is safe and offers proper facilities to

shipping is more likely to progress

than one which gains a reputation for

being danger as at certain times and

lacking in facilities for transshipment

at others. Many schemes have been

suggested for improving the harbour

but they have been shelved and little

promise is now held out that anything

will be done in the immediate future.

His Excellency the Governor intimated

at the last Legislative Council meeting

that the tightness of funds ordained

that any scheme for the accomplish-

ment of the purpose referred to would

have to be held over indefinitely. It

is to be hoped, however, that the finan-

cial pressure will shortly relax so that

something may be done to prevent the

recurrence of the enormous loss of life

and property which occurred during

those two strenuous hours on Tuesday

last.

Typhoon Photographs.

Messrs Munro and Co. have taken a

remarkable series of pictures of the de-

vastation caused by the typhoon. They

are now on sale and can be seen at the

studio.

LOCAL AND COAST NEWS.

The French Mail of the 21st August

was delivered in London on the 19th Sept.

The band concert arranged by the

Peak Club has been postponed owing to

the supposed death of the Bishop of

Victoria.

Lance Corporal A. Miles, of the Sher-

wood Foresters, was sent to goal for two

months for stealing £48 in sovereigns from

a marine engineer's pocket.

A San Francisco telegram of Sept. 5 says

that Governor Folk, the energetic young

Governor of Missouri, is seriously ill at

his home in St. Louis.

Singapore has a new Civil Service As-

sociation. The subordinates join hands

and we have "The Subordinate Civil

Service Association."

The Volunteer Concert.

Once again it has been found necessary

to postpone the Volunteer Concert—this

time owing to the sad uncertainty

as to the fate of the Right Rev. J. C.

Hoare, Bishop of Victoria. The concert

was to have been held to-night, the funds to

go towards the assistance of the distressed

amongst the boating population. It is under-

stood it will be held later with that object.

The Proposed Big Hotel at Tokyo.

In reference to the suggestion by Mr

Nakano Buyei, chairman of the Tokyo

Chamber of Commerce, that the City As-

sembly should lend a sum of 3,000,000

for the building and equipping of a great hotel

at the Capital at the cost of 500,000, it

is stated that the Assembly appointed a

committee to consider the matter, and the

committee has now reported unfavourably.

It says that the City has no funds for such

a purpose and at any rate would not place

public money at the disposal of a private

enterprise. Nevertheless the project de-

serves support, and therefore the city may

lease land and provide other facilities.

Arts and Crafts Exhibition.

A most generous offer has been received

by Sir Henry Berkeley, K., K.C.,

Chairman, from a member of the Committee,

who has asked the acceptance of

10 gold and 100 silver medals to be

awarded to successful competitors. It will

be remembered that the Secretary, Captain J.

Marchant, stated originally that there were

to be no prizes, but this will now have to be

amended as there will be a large number of

medals in proportion to the exhibits. It is

to be hoped that the donor of the medals

will consent to the publication of his name.

In any event the thanks of the Committee

and the community are due to him for his

generous offer.

Russo-Chinese Bank.

The report of the Russo-Chinese

Bank, (presented at the General Meeting

9th June 1906), shows that the total profit

for the year, deducting all expenses as well

as interest due, and after reserving for

doubtful debts, amounted to Rbl. 7,449,216. 11. Out of that sum the Board

thought it advisable to reserve Rbl. 1,601,000 and to transfer this amount to

the Special Fund as a provision for

eventual losses, partly in San Francisco in

connection with the last catastrophe. The

Board of Directors also proposed to pay a

dividend of 10 per cent. and to transfer

Rbl. 553,053.54 to the ordinary Reserve

Funds; Rbl. 1,148,448.03 to Pension,

amortization and other funds, leaving a

surplus of Rbl. 2,035,109.34 which the

Board proposes to apply to the Extra-

ordinary Reserve.

THE TYPHOON AFTER-
MATH.

SEA GIVES UP ITS DEAD.

Shocking Harbour Sights.

This morning the typhoon aftermath was to be seen in all its hideousness. Again boisterous weather conditions prevailed and the harbour was lashed into fury. Salvage and all shipping operations were suspended and on all sides the greatest anxiety existed as to the fate of stranded and damaged vessels. The Chinese craft at the first sign of bad weather yesterday afternoon ran for shelter but some of them were unable to get away and it is reported that there were more casualties amongst the small craft during the storm last night and this morning.

The harbour presented a horrible appearance, being dotted over here and there with dead. Kowloon side was the worst, the tide having carried the bodies in that direction but on the Hongkong side of the harbour along the Plover Central there were many corpses to be seen and others will undoubtedly come in. West of the harbour office at about ten o'clock the unrecognizable body of a European was seen floating in the water and at the foot of Battersea Street there was half a dozen Chinese corpses. In the vicinity of Blakes Pier five more were seen and other bodies were reported at different places along the water front. Up to ten o'clock the police had picked up eighteen bodies on this side of the harbour and taken them to the Central Police Station and reports from the Kowloon side of the harbour went to the effect that the Sanitary Department were being used as dead carts and were being taken to the beach, filled with bodies and sent to the Mortuary as fast as the bodies could be landed there. Owing to the rough state of the harbour, communication with the Kowloon police is almost suspended and their work can only be guessed by the reports of the boats that come through over the telephone.

The death roll of Europeans is now known to be much greater than was at first supposed. Mr. and Mrs. W. E. Donaldson and their two children were drowned on the steamer "Kongnam" when she went ashore near Yau-mai and broke up. Mr. and Mrs. Donaldson had been using the "Kongnam" as a house boat while she was laid up in Yau-mai Bay and had several times left her when typhoons were reported but the crew were completely taken by surprise by Tuesday's typhoon. In the wreck of the French torpedo destroyer "Fronde" three officers were lost, those of three petty officers and two men, and twenty-five other French men were injured either on the "Fronde" or the "Francoise".

Action by the Legislative
Council.

THE KING'S SYMPATHY.
At the Legislative Council this afternoon His Excellency the Governor announced that he had received telegrams of condolence from Lord Elgin, the Secretary of State for the Colonies, the Governor of Macao and Sir Henry Blake.

Lord Elgin's message read as follows:—"I am commanded by His Majesty the King to express the regret with which His Majesty has learned of the great calamity that has befallen the Colony of Hongkong and which has cost the lives of so many of the Chinese population. I have conveyed to you an expression of his sympathy for the immediate sufferers and to the whole of the Colony."

To this message His Excellency the Governor forwarded the following reply:—"Please convey to His Majesty the King the great appreciation of the Colony of Hongkong, as represented by the Legislative Council, for his gracious message of sympathy for the catastrophe that has befallen the Colony. The people respond with the deepest loyalty to his sympathy for them in their distress."

Telegrams in answer to the other messages of condolence were dispatched.

A RELIEF FUND.

His Excellency the Governor also announced that he had formed a Relief Committee composed of the following gentlemen to extend as much assistance as possible to those who had suffered by the typhoon: The Hon. Sir Paul Chater, C.M.G., (Chairman), Mr. H. E. R. Hunter (Hon. Treasurer), Hon. Mr. E. A. Hewitt, Mr. W. J. Gresson, E. A. Irving, Dr. Ho Kai, O.M.G., Mr. Wei Yuk, Messrs Fung Wa Chuen, Lau Chu Pak and Yang Chi Ngong (Chairman), Tang Wah Shing (Chairman).

He further announced that he had handed two sums over to the committee—£500 from himself and one of £100 from the Colonial Secretary—with which to start the fund. The announcement was received with applause. The Hon. Mr. Hewitt and the Hon. Dr. Ho Kai addressed the Council on the same subject, but their remarks are held over owing to the pressure upon our space. Both gentlemen remarked upon the promptitude with which His Excellency had initiated the relief fund, and Dr. Ho Kai remarked that His Majesty's message of sympathy would be received by the Chinese Community with great appreciation.

BISHOP HOARE.

The death of Bishop Hoare was referred to by His Excellency the Governor in the Legislative Council this afternoon. He was a man whom they all respected and many of those with whom he came into contact loved him well. He was sure the Legislative Council would extend their heart-felt sympathy to Mrs. Hoare and her children. The Hon. Dr. Ho Kai and Hon. Mr. Hewitt also paid a tribute to the memory of the late Bishop.

THE OBSERVATORY.

An inquiry is to be commenced into whether or not the Observatory could have issued a warning of the typhoon earlier than it did, announced His Excellency the Governor this afternoon, at the Legislative Council. He did not know of any grounds which justified the charge that it could have issued a warning earlier, but was of opinion that an inquiry was due both to the public and the Observatory. A senior naval officer would be chairman, the manager of the Western Extension Telegraph Company and a Master Mariner, nominated by the Chamber of Commerce, would form the Court.

HORRIBLE SCENES.

This afternoon revealed an even more hideously gruesome state of things along the foreshores of the Harbour than only in the morning. The wind and heavy sea running had thoroughly stirred up all the wreckage and brought out bodies from underneath. The sight at Jardine's Sugar Works wharf, where many bodies were recovered was a horrible one and proved too much for many of the sightseers.

Over fifty bodies have already been got out of the harbour in the stretch of the Praya that comes under the jurisdiction of the Wanchai police, including that of one European. They are in a terribly unattractive condition and identification is impossible. Even to tell the difference between a European and Chinese body is mere guess work and only such scraps of clothing as remain on the bodies render this at all possible.

The Praya East, West, and Central was all day lined with thousands of Chinese who watched the work of recovery and although many of them were interested in the dead who were friends or relatives they could not assist in identification. The police had a task sufficient to try the strongest men but they performed it well under the most trying conditions. To get bodies to assist was a difficult matter in most cases the latter would do anything but handle the dead bodies.

Inspector Gairney, Sergeant Lee (in stable uniform), Sanitary Inspector Fisher and Sanitary Inspector Davidson, with the staff of Wanchai and Kowloon, were at it all day.

The Government Mortuary early on Monday morning began receiving the bodies that were brought in and those in the eastern district were admitted at a warehouse near Ah King's shipyard and taken to the Coffin Plantation Company where a staff of sixty men were engaged in digging trenches.

In the last similar arrangements were made and reported that the bodies had been taken to the Mortuary and were being used as dead carts and were being taken to the beach, filled with bodies and sent to the Mortuary as fast as the bodies could be landed there.

It was reported that the body of the Bishop of Victoria had been recovered but this subsequently proved not to be the case. It is at present there is no hope left to hope that the body of the Bishop of Victoria has been recovered. The body of the Bishop of Victoria has been recovered but this subsequently proved not to be the case. It is at present there is no hope left to hope that the body of the Bishop of Victoria has been recovered.

THE "BOBBY COOKE."

As might have been expected the "Robert Cooke" has had a busy time since the typhoon struck the Colony, for her services have been continually in demand. Yesterday she was very busy. After attending to the "Monteagle" she towed the "Empress of India" out of dock to an anchorage, and next took the "Kongnam" from dock into the harbour.

The "Verona," which was ashore at Stonecutter's, then claimed her attention and though the "Verona" appeared to be in a very bad position the tug got her safely off and towed her to a safe anchorage. She also took the French river steamer "Charles Hardoin" into dock during the day. This morning she was out early and, as before mentioned, got the "Monteagle" off the shore.

The typhoon has thrown an enormous amount of work into the hands of the Hongkong and Whampoa Dock Company and for some time to come they will be working with full pressure on to cope with the demands made on them. Almost every steamer needs something done to her, but a number of them can be attended to without taking them to dock. The "Coptic" will not, we understand, go into dock for her injuries are not of such a nature as requires docking. A staff of men from the dock are on board and are hastily effecting such repairs as will enable the "Coptic" to get away as advertised on Saturday.

Pilot Parsons was picked up by the "Sado Maru" after having been ten hours in the water. He went out to meet a steamer in a small Chinese boat which was capsized and he hung on to a piece of wreckage for ten hours during the height of the storm and thus saved his life. He saw a large number of Chinese drowned around him and says that the loss of life outside of the harbour must have been very heavy indeed.

HOW THE "HEUNGSHAN" STRANDED.

Passengers from Macao by the Macao Steamboat Company's line steamer "Heungshan" on the morning of the typhoon had a thrilling experience. When the "Heungshan" left Macao it was in beautifully fine weather but before she was half way to Hongkong the water had become very rough and a gale was blowing with terrific force. The glass dropped suddenly and the Captain and officers knew that they were in for serious trouble. By this time the situation was one of great danger, and the waves were already rushing into the lower decks of the steamer. Captain Morrison and his officers did the best possible under the circumstances but the vessel was unequal to battle with the elements and was soon at their mercy. By noon the Chinese quarter was so flooded that the passengers were allowed to come on to the top decks and they huddled together in the second class cabins which were already flooded and had the glass smashed out of the windows by the force of the wind and water. A quarter of an hour later the vessel stranded on Saw Chow Island, in weather that was so thick as to render it impossible to see half the ship's length. The waves lifted the steamer bodily on to the rocks and the force of the water did a good deal of damage to the vessel's keel. The Chinese passengers were anxious to get ashore and were assisted in doing so but the Europeans remained on board, it being apparent that the vessel was firmly fixed on the rocks. Every care for the Chinese was taken by the Captain. Some of the ship's boats were washed away and a "boy" and a Chinese woman washed overboard. After the typhoon had abated, at about five o'clock in the afternoon, Captain Morrison decided to send to Hongkong for assistance but had great trouble in persuading any of the crew to man a boat, and when they did so with a Euro-

pean officer they refused to proceed after being a little while in the water. The night was spent on the rocks, distress signals being made but meeting with no response until 7.30 on Wednesday morning when the river steamer "Hoi Sang" came to the "Heungshan's" assistance and brought her passengers to Hongkong. Several of the passengers had rough experiences but all are loud in their praise of the calmness and bravery of Captain Morrison and his officers. Arrangements were at once made with a view to saving the steamer and taking care of her cargo. It is reported that a certain amount of looting went on among the Chinese passengers.

A STRANGE ADVENTURE.
Perhaps the luckiest adventure in the typhoon was experienced by Capt. Hay with the "Hop Sang." The vessel was anchored near Wanchai and dragged her anchors in the height of the gale. She had no steam up—her engines being under repair—and so all attempts to make her stem the storm were of no avail. The hand-steering gear was mangled, but steering was not got and the steamer drifted towards Lyceum with signals of distress flying. After some anxious moments it was seen that the storm was abating and when a long way from her moorings the anchors were cleared and arrangements made to try and find an anchorage should she drift inshore. Luck was better than that. A change of wind and current caught her and carried her back again to her original anchorage and there anchors were let go and she was again safe. The steamer did this aimless voyage without a scrap of damage or the loss of a rope.

THE "MONTAGLE" RELOADED.
The Canadian Pacific Railway Company's "Monteagle," which has been ashore near the V.R.C. since Tuesday was successfully towed off this morning and is now at anchor in deep water near the Kowloon shore. The "Robert Cooke" at yesterday's high tide shifted the position of the "Monteagle" materially and then owing to the tide receding was forced to discontinue operations and wait for the next high tide. This morning the tide was exceptionally high, owing to the heavy wind, and the "Robert Cooke" went round to the "Monteagle" early and after a little difficulty had the liner off the ground. Prior to this, however, the forward tanks were flooded to get her head down and so lighten the "Monteagle" at the stern, which was well around.

After towing her clear of the shore, which happened during a blinding squall shortly after eleven o'clock, the "Robert Cooke" stood by while the "Monteagle" dropped her anchor. To see the "Monteagle" at anchor no one would imagine she had suffered any damage for she floated apparently on an even keel. Her stern frame, propeller and rudder are known to be smashed, but what other injuries she has received have not as yet been ascertained. It is feared however that her bottom has been knocked about considerably, though she is not leaking.

The Crippled Shipping.

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THE "BOBBY COOKE."
As might have been expected the "Robert Cooke" has had a busy time since the typhoon struck the Colony, for her services have been continually in demand. Yesterday she was very busy. After attending to the "Monteagle" she towed the "Empress of India" out of dock to an anchorage, and next took the "Kongnam" from dock into the harbour.

The "Verona," which was ashore at Stonecutter's, then claimed her attention and though the "Verona" appeared to be in a very bad position the tug got her safely off and towed her to a safe anchorage. She also took the French river steamer "Charles Hardoin" into dock during the day. This morning she was out early and, as before mentioned, got the "Monteagle" off the shore.

The typhoon has thrown an enormous amount of work into the hands of the Hongkong and Whampoa Dock Company and for some time to come they will be working with full pressure on to cope with the demands made on them. Almost every steamer needs something done to her, but a number of them can be attended to without taking them to dock. The "Coptic" will not, we understand, go into dock for her injuries are not of such a nature as requires docking. A staff of men from the dock are on board and are hastily effecting such repairs as will enable the "Coptic" to get away as advertised on Saturday.

Other Typhoons.

The typhoon of September 22, 1874, was a severe one—probably the worst till now that ever reached Hongkong, though the one of 1862 is also referred to by authorities as being of exceptional severity. On the evening of September 22 indications of an approaching typhoon were apparent. The glass had been steadily falling all day and the wind had freshened as the day wore on, until at nightfall it was blowing a gale. As the evening lengthened the fury of the elements increased. The waves, lashed to fury by the gale, hurled themselves upon the Praya Wall, throwing the spray to an enormous height. From the South it was seen that the Praya Wall could not withstand such treatment and gradually it broke under the severe pounding it received. Then huge masses of stone and mortar were thrown about on the Praya; plaster from the buildings on the Praya facing the harbour came down in large quantities, threatening destruction to everything underneath and pandemonium reigned. Shortly after two a.m. the typhoon was at its height—and the town clock stopped!

The story of the damaged buildings and streets would take too long in the telling. Suffice it to say that in all quarters the town houses were blown completely down and others seriously damaged, including the City Hall.

On the harbour itself the worst was felt, a large number of ships being either lost or seriously damaged. Amongst these that were sunk, were the following:—Spanish steamer "Albay," Spanish barque "Amoy," Spanish barque "Duda," Spanish barque "Lowtree," British barque "Mingon" (sunk near the Sailor's Home), British ship "Mandana," German barque "Aldebaran," German barque "Maury," American schooner "Seabird," Spanish barque "Seaforth," Peruvian ship "Macao 2," Spanish ship "R. dama" and the barque "Courier." Many other ships were dismantled or driven ashore and one vessel thrust her stern into the V.R.C. boat-house, which in those days was on this side of the harbour.

During July Scotch shipbuilders launched

31 vessels, of about 31,038 tons gross, as compared with 48 vessels, of about 128,074 tons, in June; 16 vessels, of about 22,124 tons, in July last year; and 17 vessels, of about 33,870 tons, in July 1904. In the seven months Scotch builders have launched 238 vessels, aggregating about 391,527 tons, as compared with 108 vessels, of about 231,984 tons, in the corresponding period of last year; 186 vessels, of about 240,143 tons, in 1904; and 156 vessels, of about 292,326 tons, in 1902.

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Shipping Casualties

The following is a list of the ships sunk or damaged:

San Cheong	951	British
Apenrade	611	German
Serocent	100	Amer.
Kongchow	100	British
Albatross	100	British
Poroserver	100	British
Kongnam	100	British
Hongkong	100	British

DAMAGED.

Prinz Waldemar	3577	German
Sulphur	282	British
Durawongse	1037	British
Quinta	987	British
Strathmore	2296	British
Coptic	1820	British
Radnorshire	1820	British
Poon	4878	British
Shelton	1481	British
Kutsum	1481	British
Loongang	1093	British
Chipping	3061	British
Tjilwong	2413	British
L. F. Chapman	2413	British
Polynesian	2916	British
Charles Hardoin	100	British
Sado Maru	100	British
Taku, H.M.S.	100	British
Moore, H.M.S.	100	British
Robin, H.M.S.	100	British
Re-loaded	100	British

THE "NEW WEEKLY"

WILL CONTAIN VIEWS

of the Disaster.

ISSUED ON SATURDAY MORNING.

BY WHARF AND WAVE.

The following San Francisco telegram is dated Sept. 6:—"The attempt of the Canadian Pacific Railway Company, at the instance of the British Government, to reduce the Liverpool-Hongkong mail service, via Vancouver, to thirty days is proving successful. The British Government has sent a telegram of congratulation to the Company."

An Austrian marine engineer named Michelazzi has invented an apparatus for making navigation possible in the thickest fog, and the Austrian Lloyd has placed the plant of the apparatus at the inventor's disposal for the construction of the apparatus, the nature of which has not transpired. It is to be fitted on board the Lloyd steamer "Nippon," and tested on her next voyage to Japan.

To such straits is the colony of British Guiana reduced, owing to the suspension of the regular mail service, that the schooner "Lottie E. Toppin," 34 tons, plying between Georgetown and Demerara, was chartered to convey the last mail to catch the Royal Mail Company's steamer "La Plata" at Barbadoes. The little craft did the journey in two and a-half days, and triumphantly fulfilled her mission.

With the view of testing the truth of the theory that sea-water improves coal, the Admiralty, two years ago, sank six large cargoes of steam coal in Portsmouth dock yard, and at the same time set apart a similar quantity of coal for comparison. The experiment has now been concluded, samples of both coals having been burnt in the presence of experts. The result demonstrates the fact that the value of coal is enhanced by soaking.

The construction of a canal connecting Marseilles with the river Rhone has been commenced. For a certain distance the depth of water will be seven metres. This will necessitate some harbour extension works at Marseilles, and new dues are now being charged on all vessels visiting that port amounting to ten centimes per reg. ton, besides a small tax on cargoes, to defray the cost of taking up a loan of thirty-five million francs for carrying out the works.

During July Scotch shipbuilders launched 31 vessels, of about 31,038 tons gross, as compared with 48 vessels, of about 128,074 tons, in June; 16 vessels, of about 22,124 tons, in July last year; and 17 vessels, of about 33,870 tons, in July 1904. In the seven months Scotch builders have launched 238 vessels, aggregating about 391,527 tons, as compared with 108 vessels, of about 231,984 tons, in the corresponding period of last year; 186 vessels, of about 240,143 tons, in 1904; and 156 vessels, of about 292,326 tons, in 1902.

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From enquiries made it appears that the damage to the "Segovia" at Singapore was the breaking of part of her shafting, none of the intermediate shafts going, but the important tail end shaft (which occupies the stern tube) breaking just outside the lignum vitae bush and rending and tearing the stern tube badly. The lignum vitae bush is also slightly damaged and will require reworking. No cause can be assigned to the accident except that the vessel was perhaps being driven, as she a cargo on board which must be in Japan before October 1st, when the new Japanese tariffs come into force, and after which date a heavy duty will have to be paid on the cargo. As the "Segovia" will be laid up here for some three weeks or so, the cargo, 6,000 tons in all, will be sent on by some other vessel. Fortunately the "Segovia" carries a spare tail shaft, as otherwise she would be detained here for a considerable time as, we understand, the necessary piece of shafting cannot be obtained locally. In the case of the British steamer "Okin," which broke down in the China Sea and was got into Singapore after great difficulty the agents had to telegraph to England for a tail end shaft as she did not carry a spare one. The vessel lay here idle, and at a loss to her owners, until the arrival of the new shaft.

The N. C. Daily News says:—"It was unfortunate for Mr. Iwanaga of the Nippon Yusen Kaisha, that shortly after the interview with the representative of the "Chugai Shogyo Shimo," which caused a considerable sensation in shipping circles in June last, he should have been called away to Kurafuto (Saghalien) and so become unaware of the flatter which the words attributed to him had caused. Those words, it will be remembered, were supposed to convey Mr. Iwanaga's opinion that it was, among other things, the mission of Japan to "check the arrogance of foreign shipowners eastward of the Suez Canal," and of the Nippon Yusen Kaisha more particularly to rebuke Messrs. Butterfield & Swire for daring to enter into competition with Japanese bottoms on the Shanghai to Yokohama line. We suggested at the time that the English translation of the statements in the vernacular journal were somewhat strained, and Mr. Iwanaga in a published letter now goes further and says that even in their Japanese form the words attributed to him were a misrepresentation. The Yokohama Foreign Board of Trade, however, took them seriously and issued a memorandum on the subject which has had the useful effect of bringing a very plainly-worded rejoinder from Mr. Iwanaga. The two points which stand out in this answering letter are contained in sentences to which no exception could be taken. Mr. Iwanaga asserts that what he said was that "in view of the support extended to the Nippon Yusen Kaisha by the Japanese nation, it was the Company's duty to struggle for an honourable position Eastward of the Suez Canal, and not allow itself to be deterred by the strength and organized experience of the foreign companies with which it had to compete." On the second point he had tried to convey that "the N. Y. K., having paid heavily for the position held by a foreign Company on that line, and having through a long series of years built up a business of considerable importance and value, should not struggle with its utmost energy to return, in the face of all competition, the advantages it has won, in a similar way as foreign lines have established themselves." It may be noted that the Yokohama Foreign Board have cordially accepted Mr. Iwanaga's statement and declared that the circumstantial character of the published interview and the fact that no denial had appeared had caused them to attach importance to it.

THE TYPHOON.

FULL DETAILS

GATHERED DURING THE WEEK WILL BE
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Ready for the Mail on
SATURDAY MORNING.

SEND ORDERS EARLY.

WE WILL POST IT FOR YOU IF YOU SEND ADDRESSES.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

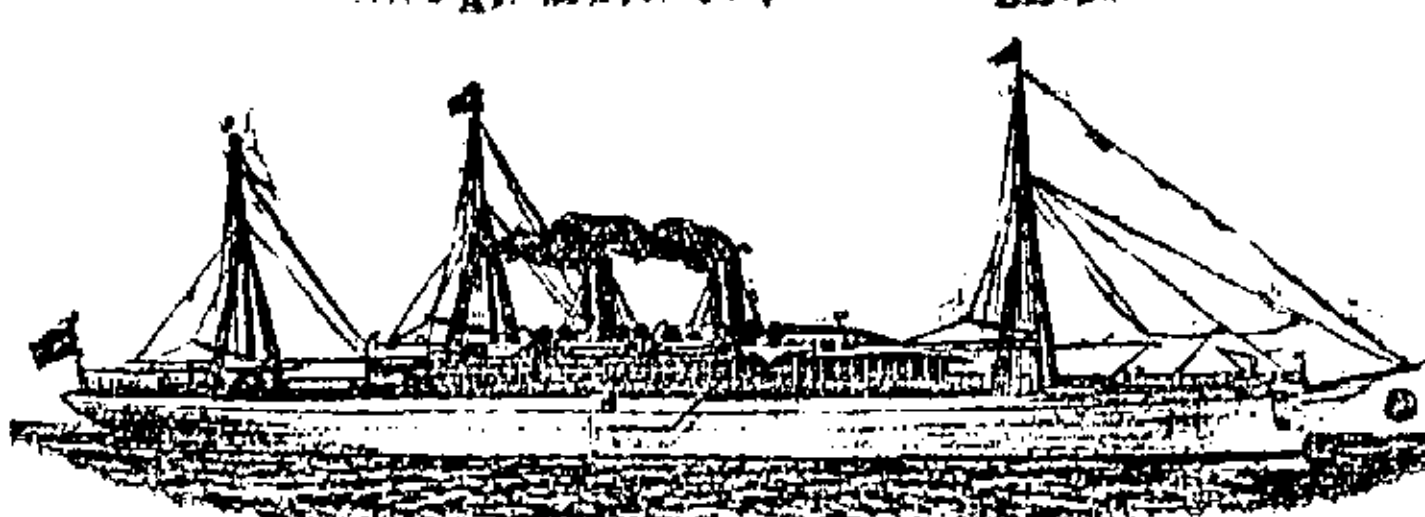
WILL depart for the following PORTS on the DATE

LONDON via Hong Kong (DEVANTRA) No. 22nd See Special

PARIS, LONDON & (DEVANTRA) About 27th See Special

P. & O. S. N. Co. Office.

CANADIAN PACIFIC RAILWAY COMPANY'S



LUXURY—SPEED—PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMERALD' LINE. Sailing from 10 Days after the 1st of each month.

R.M.S.	TONS	CLASS	DEPART	ARRIVE	REMARKS
EMERALD OF JAPAN	6000	Tons	Thursday, Sept. 27	Oct. 10	
EMERALD OF CHINA	6000	Tons	Wednesday, Oct. 3	Oct. 27	
EMERALD OF INDIA	6000	Tons	Wednesday, Oct. 31	Nov. 24	
EMERALD OF AUSTRALIA	6000	Tons	Thursday, Nov. 22	Dec. 10	

THE ONLY LINE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express and at Quebec with the Company's new Pacific Express Steamship, 14,500 tons register. The highest speed to Liverpool being 22 1/2 days from Vancouver and 29 1/2 days from Hong Kong.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	BINGO MARU, Tons 6,213, Capt. F. Sommer	WEDNESDAY, 3rd Oct., at Daylight.
VICTORIA, B.C., and SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.	KAWACHI MARU, Tons 6,101, Capt. H. Petersen	WEDNESDAY, 17th Oct., at Daylight.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	STEAMERS.	SAILING DATES.
	KUMANO MARU, Tons 5,078, Capt. Hunter	SATURDAY, 29th Sept., at Noon.
	YAWATA MARU, Tons 4,709, Capt. J. Nagao	FRIDAY, 2nd Nov., at Noon.

DAI ISLAND, TOWNS VILLAGE AND BRISBANE.	YAWATA MARU, Tons 3,817, Capt. W. Townsend	FRIDAY, 25th Nov., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO.	COLOMBO MARU, Tons 4,709, Capt. J. Nagao	TUESDAY, 26th September
	BOMBAY MARU, Tons 4,625, Capt. K. Ishikawa	TUESDAY, 9th October.
NAGASAKI, KOBE AND YOKOHAMA.	YAWATA MARU, Tons 3,817, Capt. W. Townsend	WEDNESDAY, 3rd Oct., at Noon.

SHANGHAI & KOBÉ	TOTOMI MARU, Tons 3,412, Capt. A. Keith	SATURDAY, 22nd September
KOBÉ AND YOKOHAMA...	SANUKI MARU, Tons 3,112, Capt. N. Matheson	SATURDAY, 23 September.

+ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama.

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For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

28,000 TONS
BETWEEN YOKOHAMA, KOBÉ, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'DAKOTA,' Captain E. FRANCIS, On TUESDAY, 16th October, at Noon.
'MINNESOTA,' Captain J. H. RINDER, On MONDAY, 3rd Dec., at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular rail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA Agents.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMSHIP	DATE
GLASGOW AND LIVERPOOL	Manila	29th September
GLASGOW AND LIVERPOOL	Ningbo	10th Oct.

FROM	STEAMSHIP	DATE
LONDON, AMSTERDAM & ANTWERP, Callings	Manila	25th Sept.
AMSTERDAM & LIVERPOOL, Callings	Ningbo	10th Oct.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

TAKING CARGO ON THROUGH BILLS OF LADING TO ALL PORTS IN THE PACIFIC OCEAN.

AMERICA AND CANADA.

FROM	STEAMSHIP	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBÉ & YOKOHAMA.	Manila	29th Sept.
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	Ningbo	10th Oct.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMSHIP	DATE
TIENTSIN	Manila	22nd September.
YOKOHAMA & KOBÉ	Chungking	22nd September.
SHANGHAI	Shanghai	22nd September.
MANILA	Manila	25th September.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	Chungking	25th September.
SHANGHAI	Kiungyang	27th September.
SHANGHAI	Yochow	28th September.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unvalued Table, a duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

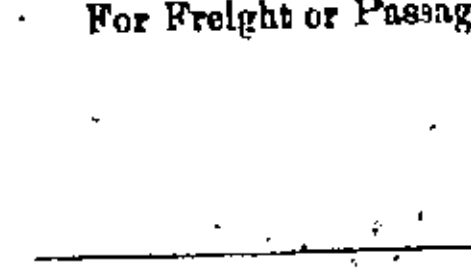
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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For.	Sailing Dates.
RUBI	2540	R. Almond	Manila	SATURDAY, September 22, at 12 o'clock Noon.
ZAFIRO	2540	R. Rodger	Manila	September 29, at 12 o'clock Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.



HONGKONG—NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. SOUTH AMERICA, About 10th October, 1906.

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By J. A. L.

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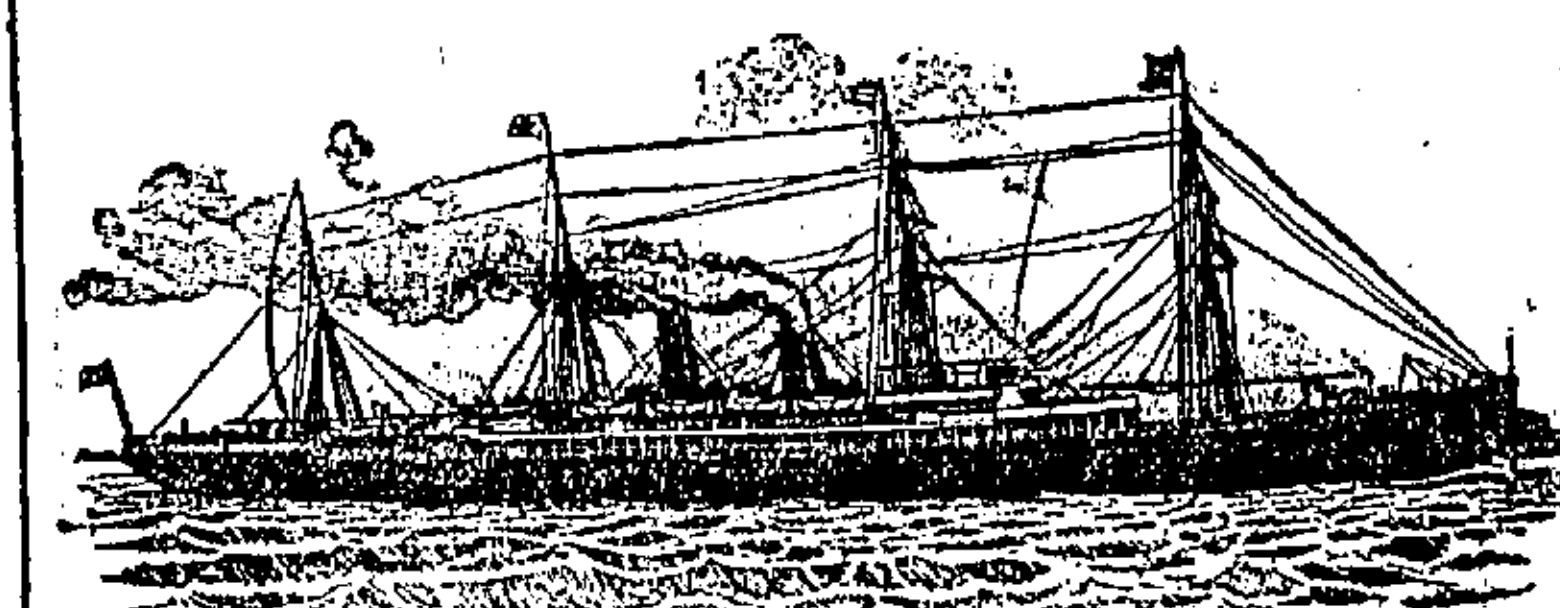
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Only line taking the warm Southern Route across the PACIFIC, via HONOLULU, on Oahu, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMSHIP	TONS	CLASS	DEPART	ARRIVE	REMARKS
COPTIC	9,000	Gross Tons	SATURDAY, 22nd Sept., at Noon.		
HONGKONG MARU	11,000	"	TUESDAY, 2nd Oct., at Noon.		
KORRA	18,000	"	FRIDAY, 12th Oct., at Noon.		
AMERICA MARU	18,000	"	TUESDAY, 3rd Oct., at Noon.		
SIBERIA	18,000	"	TUESDAY, 30th Oct., at Noon.		
CHINA	16,200	"	TUESDAY, 6th Nov., at Noon.		
MONGOLIA	27,000	"	TUESDAY, 13th Nov., at Noon.		
NIPPON MARU	11,000	"	TUESDAY, 20th Nov., at Noon.		
DORIC	9,600	"	FRIDAY, 3rd Nov., at Noon.		

RECORD FAST TRIPS.

Yokohama to San Francisco, S.S. KOREA, 18,000 tons, September 16-27th 1906; 10 days, 11 hours and 6 minutes.

San Francisco to Honolulu, S.S. SIBERIA, 18,000 tons, August 18th-29th, 1906; 4 days, 19 hours.

San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 12 days, 12 hours.

Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906; 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship COPTIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBÉ, YOKOHAMA and HONOLULU, on SATURDAY, the 22nd September, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, via MOJI, KOBÉ & YOKOHAMA; FOR OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CLASS	DEPART	ARRIVE	REMARKS
YOMANTIA	4370	PELOPONNES	Oct. 5, at Daylight.		
ARABIA	4483	MEZZENHOF	Nov. 8, at Daylight.		
ARAGONIA	6198	ERUNT	Nov. 19, at Daylight.		
ARMEDIA	4370	G. MEISNER	Dec. 4, at Daylight.		

Through Bills of Lading issued to Pacific Coast Ports and Eastern Coast of United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMSHIP	DATE
MANILA	LONGSANG	FRIDAY, Sept. 21, at 4 p.m.
SANDAKAN	MAUSANG	FRIDAY, Sept. 21, at 4 p.m.
SINGAPORE, PENANG, AND CALCUTTA	FOOKSANG	SATURDAY, Sept. 22, at 3 p.m.
TIENTSIN, via SWATOW AND CHEFOO	CHIPSHING	SUNDAY, Sept. 23, Daylight.
SHANGHAI	KWONGSANG	MONDAY, Sept. 24, at 4 p.m.
SINGAPORE, PENANG, AND CALCUTTA	KUTSANG	THURSDAY, Sept. 27, at 3 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simpang, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA

VIA MOJI, KOBÉ AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
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* CLEADES 3763 F. G. Purington 21st September.

* YVRA 4417 G. V. Williams 29th September.

* SHAWMUT 9605 E. V. Roberts 24th October.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND OUTSIDE ELECTRIC LIGHT, DOCTOR AND STEWARD.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels insures dryness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

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WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, 50 Cents.

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STEAM FOR

INDIA, ADEEN, MEDITER- RANEAN PORTS, PLYMOUTH AND LONDON.

ough Bills of Lading issued for BATA- VIA PRISIAN GULF, CON- TIENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DEVANHA, Captain T. H. HODG, R.N., carrying 14,500 tons, will be despatched from this BOMBAY, on SATURDAY, the 22nd September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's Steamship China, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hong Kong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseille and London; other cargo for London, &c., will be conveyed from Bombay by the F.M.S. 4 weeks, due to London on the 2nd November, 1906.

Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, September 8, 1906. 1755

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

FUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEEN, SUZ and PORT SAID.

(Taking cargo at through rates to the BRITISH, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANON, VENICE AND ADELPHI PORTS).

THE Company's Steamship SILEZIA, Captain SEAR, will be despatched as above on THURSDAY, the 27th inst.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WHEELER & CO., Agents, Princes' Building.

Hongkong, September 4, 1906. 1743

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at MANILA, THURSDAY ISLAND and QUEENSLAND PORTS, and taking through Cargo to ADELPHI, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AUSTRALIAN, Captain St. JOHN, will be despatched as above on SATURDAY, the 29th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 6, 1906. 1752

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST

PROPOSED SAILINGS FROM HONGKONG.

STEAMSHIP TO SAIL 1906.

ERROLL About Oct. 2

For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO & IQUIQUE, via JAPAN PORTS.

Will be sent to YAPUANO if sufficient inducement.

THE Steamship KASATO MARU, Tons 6000, will be despatched for Salina Cruz, Callao, and Iquique, via Japan Ports, on

Taking Freight and Passengers to other Western Coast Ports of South America.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

